

## EXECUTIVE SUMMARY

### ES.1 PROJECT OVERVIEW

The City of Long Beach proposes the redevelopment of nine sites in Downtown in the West Gateway area. New uses will consist of residential and neighborhood retail uses. Residential uses will include apartments and condominium totaling approximately 853 units. Approximately 15,000 square feet of ground-floor neighborhood-serving retail uses will be developed along Magnolia Avenue.

### ES.2 PROJECT LOCATION

The proposed project is generally located in Southern California in the City of Long Beach in Los Angeles County. The project involves 9 parcels in a six block area of a downtown redevelopment area of Long Beach known as West Gateway. The redevelopment sites encompass approximately 11.66 acres within Redevelopment Areas in downtown Long Beach. The project area is located approximately 0.3 miles west of the Long Beach (SR 710) Freeway and approximately 2.32 miles west of the Harbor (SR 110) Freeway and approximately 3.57 miles south of the San Diego Freeway (I-405). More specifically, the project area is bounded by West Broadway on the south, Maine Avenue on the west, West 4th Street on the north and Chestnut Avenue on the east. Figures ES-1 and ES-2, respectively, show the regional and specific location of the project.

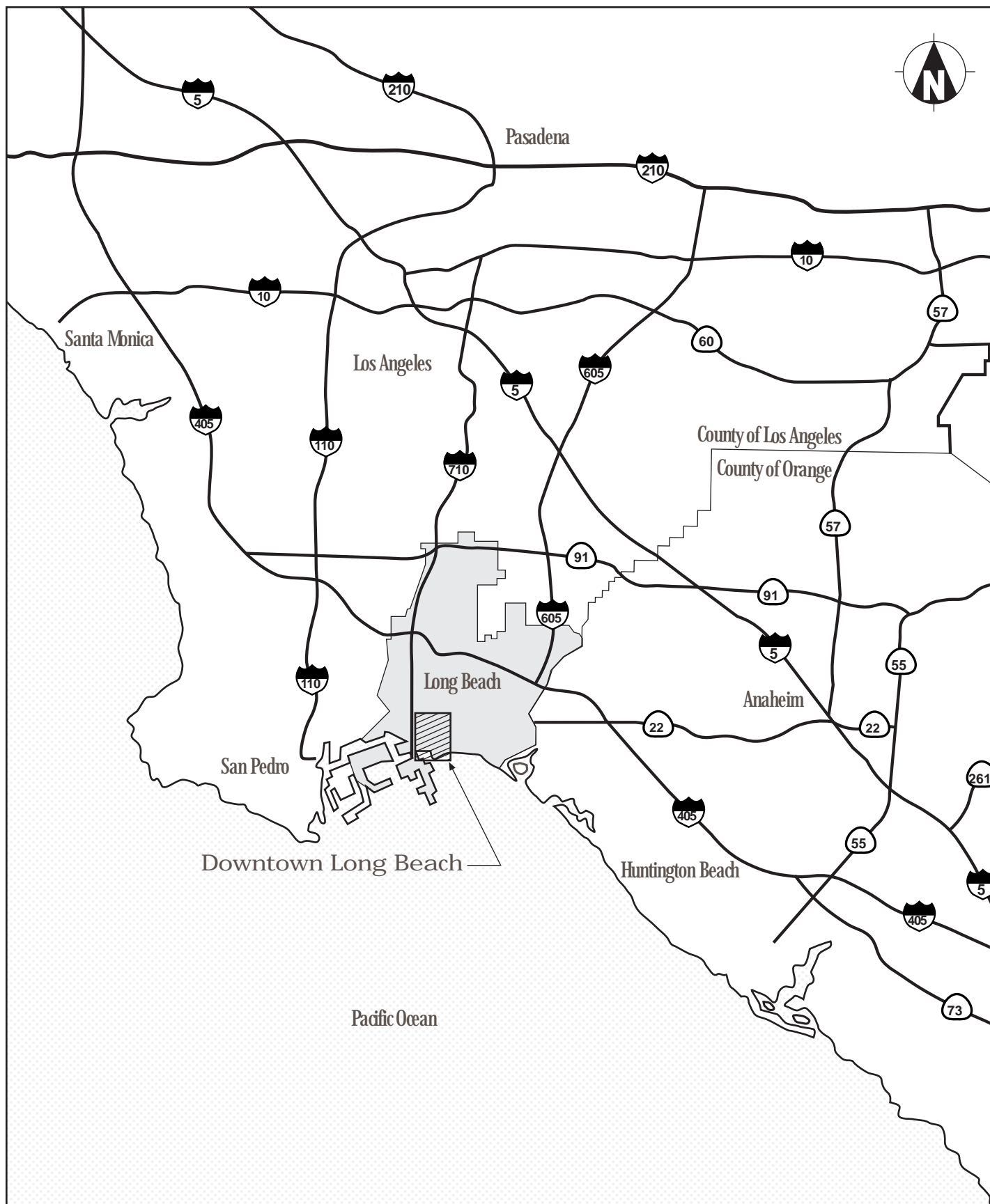
### ES.3 REDEVELOPMENT PROJECT

The City of Long Beach adopted both a Strategy for Development Plan and a Strategic Implementation Plan for target redevelopment areas in Downtown Long Beach. These Plans include the West Gateway area which is identified as an area to be redeveloped with urban residential uses. The proposed project is a joint-venture between the City and several private developers for the redevelopment activities including acquisition and construction. The City of Long Beach City Council, Redevelopment Agency Board and Planning Commission will have actions before them concerning the proposed West Gateway Project. These include the approval of the Zone Code Amendment for the City Council, the development agreements for the Redevelopment Agency Board and the site plans for the Planning Commission.

### ES.4 DESCRIPTION OF THE PROPOSED PROJECT

#### Phase 1 Development of Parcels 9, 10 and 11 (Phase 1)

As shown in Figure 2-2 (Developer Assignments), it is anticipated that the first stage will include the development of the Olson, Lennar (formerly "Greystone") and Lyon sites (Parcels 9, 10 and 11) and will begin in 2005. Development will include up to 699 apartment and condominium units and up to 15,000 square feet of neighborhood-serving retail along Magnolia Avenue. The developments include on-site subterranean parking and will not exceed four stories in height.



Source: Long Beach Redevelopment Agency and Downtown Long Beach Associates (9/03).

Figure ES-1  
Regional Map



Source: Long Beach Redevelopment Agency and Downtown Long Beach Associates (9/03).

Figure ES-2  
Vicinity Map



Figures 2-3 through 2-6 show the site plans of Parcels 9, 10 and 11, respectively. Figures 2-7 through 2-12 show the elevations for the proposed development of Parcels 9, 10 and 11. Parcel 1 of the West Gateway area has already been approved for residential development.

#### Phase 2 Development of Parcels 2 through 7 (Phase 2)

Subsequent phases of development include projects consisting of an estimated 154 condominium units on Parcels 2 through 7 in the area north of West Third Street. The level of development shown in Table ES-1 is anticipated although there are no concrete plans proposed for Parcels 2 through 7, as these parcels have not been or are not yet in the process of being acquired.

**Table ES-1**  
**West Gateway Redevelopment Statistical Table**

Parcel No.	Area (acres)	Density (Units/Acre)	Residential Units	Type	Retail (sf)
2-7	3.22	47	154	Owner	0
9	2.42	79	190	Owner	0
10	2.64	68	164	Owner	0
11	3.38	102	345	Rental	15,000
Total	11.66	--	853	--	15,000
Average	--	73	--	--	--

Source: City of Long Beach Redevelopment Department (2004).

#### *Physical Characteristics*

The proposed project will be compatible with the City's the Strategy for Development. Building materials and design will be consistent with the architecture and scale of the area. Street-facing structures will maintain a human-scale, pedestrian friendly aesthetic, including appropriate lighting and signage for the retail portions of the project.

#### *Construction*

Site preparation will include demolition, excavation, grading, building construction, paving and landscaping. The proposed project will consist of multi-story, mixed use buildings. Landscaping, paving and utility/infrastructure improvements and replacements will occur in an area bounded by Chestnut Avenue, Maine Avenue, West Fourth Street and Broadway.

The construction activities for parcels 9-11 will occur over approximately a 24-month period. The operations will involve the transport of equipment onto the site. The equipment will remain on site until it is no longer needed at which time it will be transported off the site. Normal construction activities will occur during weekdays between the hours of 7:00 a.m. and 7:00 p.m. and 9:00 a.m. and 6:00 p.m. on Saturdays, if necessary. Construction activities will not occur on Sundays or major holidays.

#### *Construction Phasing and Staging*

The first phase of development will involve the construction of Parcels 9-11. Once the sites are cleared, excavation activities will begin. It is assumed that the three developers will be developing their respective sites simultaneously to maximize economies of scale for site preparation. Staging areas will be on site. Phase 2 site preparation is expected to occur as parcels are acquired and are not expected to have the organized effort of Phase 1.

## **ES.5 REQUIRED ACTIONS FOR THE WEST GATEWAY PROJECT**

A number of approvals and actions will be required from the Long Beach Redevelopment Agency, the City Council and Planning Commission. These are listed below by approval body. In addition, several state and federal agency approvals may be required for work associated with this project, including, but not limited to the South Coast Air Quality Management District (SCAQMD), and the Regional Water Quality Control Board.

### City of Long Beach and/or the Long Beach Redevelopment Agency Actions:

- Joint Approval of Disposition and Development Agreements
- Design Review
- Initiation of Eminent Domain Process
- Vacation/abandonment of right-of-way and easements on Nylic Court, Crystal Court, Virginia Court and Maple Way on Parcels 9, 10 and 11
- Certification of the Environmental Impact Report

### City of Long Beach City Council:

- Zone Code Amendment for PD-30
- Joint Approval of Disposition and Development Agreements

### City of Long Beach Planning Commission:

- General Plan Conformity
- Site Plan Review and Approval for Parcels 9, 10, and 11
- Subdivision Tract Maps (for condos/town homes)
- Review and Recommendation to City Council of Zone Code Amendment for PD-30

### Other Actions

- Grading permits
- Demolition permits
- Building permits
- Subsequent development applications for Parcels 2 through 7
- Possible additional CEQA analysis for the development of Parcels 2 through 7

## **ES.6 NOTICE OF PREPARATION**

The City of Long Beach distributed a Notice of Preparation (NOP) of an EIR and an Initial Study for the proposed West Gateway Project on July 19, 2004 for a 30-day public review period. The NOP was distributed to the State Clearinghouse Office of Planning and Research, public agencies, service providers, and businesses in the project area. A copy of the NOP is provided in Appendix A of this EIR. The distribution list for the NOP and scoping meeting notices and agenda are provided in Appendix B.

The City of Long Beach received eight written responses to the NOP from local agencies. Copies of these comment letters are provided in Appendix C.

In addition, a noticed community meeting was held at First Congregational Church, Peterson Hall, 241 Cedar Avenue, Long Beach on July 21, 2004. Approximately 35 people attended.

## **ES.7 PROJECT OBJECTIVES**

City objectives for the project site are those expressed in the Redevelopment Plan for Downtown Long Beach. These reports are available for review at the City of Long Beach at 333 West Ocean Boulevard, 7<sup>th</sup> Floor, .90802. This Plan's objectives and policies include accommodating future growth, including residential development; encouraging mixed use development including low-income housing and neighborhood-serving retail; and increasing the total number of housing units within the City.

The West Gateway project objectives implement the Plan's objectives and are as follows:

1. Provide additional housing opportunities by replacing deteriorated existing housing unit with new housing units.
2. Provide new opportunities for neighborhood serving retail.
3. Promote appropriate urban densities in the project area as provided in the Downtown Strategy for Development.
4. Enhance opportunities and incentives for private financial investment in the project area.
5. Improve the quality of affordable housing in the project area.
6. Expand and integrate quality residential uses into the Greater Downtown area (Goal No. 9 from the Strategy for Development).
7. Enhance job/housing balance in Downtown Long Beach.
8. Concentrate a mix of uses near the light rail station to improve air quality, reduce vehicular congestion and enhance the quality of life in the community.

## **ES.8 ALTERNATIVES**

Below is a brief description of the Alternatives and their assumptions. These Alternatives are discussed in depth in Section 9.0 (Alternatives). This EIR analyzes three Alternatives to the proposed project including the No Project Alternative as required by CEQA. Three alternatives

were considered, but rejected as not really being in the reasonable range of alternatives based on objective fulfillment, reduction of impacts or feasible.

#### ES.8.1 NO PROJECT/EXISTING CONDITIONS ALTERNATIVE

This No Project Alternative assumes that the approximately 11.66-acre site would not be developed as a mixed-use project and that all the existing uses would be retained on the site. No new development would occur on this site under this No Project Alternative.

#### ES.8.2 EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

This Alternative assumes that future project site development would be in full compliance with all existing General Plan LUD No. 7 and PD-30 zoning district land use and development standards. Based on the gross acreages for Parcels 9-11 (all exceed 15,001 square feet, so 54 units per acre were prescribed), the maximum residential densities are provided below in Table ES-2.

**TABLE ES-2  
ALLOWABLE DWELLING UNITS UNDER EXISTING ZONING**

Parcel	Acres	Allowed Dwelling Units
9	2.42	130
10	2.64	142
11	3.38	182
TOTAL		454

Based on a maximum of 54 units per acre, Parcels 9-11 could accommodate no more than 454 units under current density standards. Therefore, this alternative would provide 245 units less than the maximum density of 699 units under the proposed West Gateway project. Although residential development under this Alternative could continue in conformance with current standards, this Alternative allows the same development opportunities permitted under zoning code standards.

#### ES.8.3 OFFICE/PROFESSIONAL ALTERNATIVE

The Office/Professional Use Alternative assumes the same level of office development on the project site instead residential and retail. The Office/Professional Use Alternative would only marginally reduce impacts as compared to the proposed project for hydrology and water quality, noise, public services and utilities and service systems. The Office/Professional Use Alternative would have no change on impacts as compared to the proposed project on aesthetics, air quality, cultural resources, and hazardous materials, noise, hydrology and water quality. This Alternative would have substantially impacts to traffic and population and housing.

#### ES.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The three alternatives, including the proposed project, all have significant adverse impacts. Common to all three alternatives are impacts to air quality on both a project and cumulative level

and cultural resources on a cumulative level. The proposed project and the Existing General Plan and Zoning Alternative have similar impacts to schools and recreation (although the Existing General Plan Alternative impacts these resources to a lesser degree), while the Office/Professional Use Alternative does not impact schools and recreation, but has adverse impacts to housing and peak hour traffic. Therefore, no alternative would eliminate all environmental impacts, there is simply a trade-off between impacts making no alternative environmentally superior over the others.

## ES.10 ALTERNATIVES COMPARISON

Table ES-3 summarizes the ability of each alternative and the proposed project to meet the project objectives.

**TABLE ES-3  
PROJECT ALTERNATIVES OBJECTIVES ATTAINMENT**

Objective	Does Alternative Meet Objective?			
	Proposed Project	No Project Existing Conditions	Existing GP and Zoning	Office - Professional
1. Provide additional housing opportunities by replacing deteriorated existing housing unit with new housing units.	+	0	+/-	0
2. Provide new opportunities for neighborhood serving retail.	+	0	+/-	0
3. Promote appropriate urban densities in the project area as provided in the Downtown Strategy for Development.	+	0	+/-	0
4. Enhance opportunities and incentives for private financial investment in the project area.	+	0	+/-	+/-
5. Improve the quality of affordable housing in the project area.	+	0	+/-	0
6. Expand and integrate quality residential uses into the Greater Downtown area (Goal No. 9 from the Strategy for Development).	+	0	+/-	0
7. Enhance job/housing balance in Downtown Long Beach.	0	0	0	+
8. Concentrate a mix of uses near the light rail station to improve air quality, reduce vehicular congestion and enhance the quality of life in the community.	+	0	+/-	+/-
+ Meets objective. +/- Meet objective, but not as well. 0 Fails to meet objective. NA Not applicable.				

## ES.11 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 3.0 (Effects Found Not to be Significant) discusses the findings in the Initial Study and includes additional information regarding effects that have been analyzed and determined to be less than significant.



## **ES.12 SUMMARY OF ENVIRONMENTAL IMPACTS**

Section 4.0 (Existing Conditions, Impacts and Mitigation Measures) of this EIR documents the technical analysis of the potential impacts of the proposed project related to Aesthetics, Air Quality, Cultural Resources, Hazardous Materials, Water Quality, Land Use, Noise, Population and Housing, Recreation, Traffic and Circulation, Utilities and Services. Section 5.0 (Unavoidable Adverse Impacts) summarizes the potentially significant adverse impacts of the proposed West Gateway Project which cannot be avoided or mitigated to below a level of significance. Section 7.0 (Growth Inducing) and Section 8.0 (Cumulative Impacts of the Proposed Project) describe the potential for the proposed project to result in growth inducing and cumulative impacts.

The potential for the proposed West Gateway Project to result in adverse impacts related to these environmental parameters is described below and is summarized in Table ES-4.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
Summary of Impacts Related to Aesthetics		
Project generated light and glare could have the potential to adversely impact day or nighttime lighting environment through the creation of new light or glare sources. Whether new project light and glare impacts exceed the threshold of significance is dependent upon the type of exterior building materials and the extent of exterior lighting spillover to streets and surrounding structures.	For all Parcels AE-1 Prior to approval of any building permits, the developer shall submit plans and specifications for all exterior materials to both the Department of Planning and Building and the Department of Public Works for review and approval to ensure that no exterior building materials or window glass treatments would create uncomfortable light or glare impacts to any public or private roadways or surrounding property improvements. No glass shall be permitted to have a reflectivity greater than 15% without submittal of a reflective glare study for the review and approval by the Director of Planning and Building and the Director of Public Works. No exterior building surface shall consist of any reflective metallic surfaces.	Less than significant.
	AE-2 Prior to the approval of any building permits, the applicant shall submit plans and specifications for all exterior lighting fixtures and light standards to both the Department of Planning and Building and the Department of Public Works for review and approval to ensure incorporation of glare control visors and shields. The submitted plans and specifications shall include a photometric design study verifying no significant lighting spillover to any public or private roadways or surrounding properties will occur. All public street lighting will be directed toward the street and in conformance with the streetscaping plans for the West Gateway area.	
Summary of Impacts Related to Air Quality		
Construction Impacts  Criteria pollutants reactive organic gases (ROG) and nitrogen oxide (NO <sub>x</sub> ) would exceed thresholds for daily emissions established by the South Coast Air Quality Management District (SCAQMD). Thus, emissions of these pollutants are considered to produce adverse and significant short-term regional air quality impact since levels of these emissions would be above the	For all Parcels – Construction Dust Control AQ-1 All trucks hauling dirt, sand, soil or other loose materials off site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).  AQ-2 Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads (reclaimed water	Unavoidable adverse impact.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
SCAQMD air pollutant significance thresholds.	<p>shall be used if available.)</p> <p>AQ-3 All active sites shall be watered at least twice daily.</p> <p>AQ-4 All grading activities that result in dust generation shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 mph) if dust is being transported to off-site locations and cannot be controlled by watering.</p> <p>AQ-5 The developer shall use zero Volatile Organic Compounds (VOC) content architectural coatings during the construction of the project to the maximum extent feasible. This measure will reduce VOC (ROG) emissions by 95 percent over conventional architectural coatings. The following websites provide lists of manufacturers of zero VOC content coatings:</p> <p><a href="http://www.aqmd.gov/business/brochures/zerovoc.html">http://www.aqmd.gov/business/brochures/zerovoc.html</a>  <a href="http://www.delta-institute.org/publications/paints.pdf">http://www.delta-institute.org/publications/paints.pdf</a>  <a href="http://www.cleanaircounts.org/factsheets/FS%20PDF/Low%20VOC%20Paint.pdf">http://www.cleanaircounts.org/factsheets/FS%20PDF/Low%20VOC%20Paint.pdf</a></p> <p>AQ-6 No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures below at each vehicle egress from the site to a paved public road.</p> <p>(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.</p> <p>(B) Pave the surface extending at least 100 feet and at least 20 feet wide.</p>	

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.</p> <p>(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.</p> <p>(E) Any other control measures approved by the U.S. EPA as equivalent to the actions specified in (A) through (D) listed above.</p> <p>Project Enhancement Measure</p> <p>AQ-7 The project applicant will be required to name a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to dust generation from grading/paving activities.</p>	
<p>Operational Impacts</p> <p>Regional emissions from the operation of the proposed project would result in emissions which exceed the SCAQMD thresholds for operational phase emissions for ROG. As such, the development of the proposed project would result in a significant adverse impact to air quality.</p>	<p>AQ-8 The project shall comply with the findings and intent of Chapter 8.65 (Mobile Source Air Pollutant Reduction) of the City of Long Beach Municipal Code.</p>	Unavoidable adverse impact.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
<b>Summary of Impacts Related to Cultural Resources</b>		
<p>All 33 structures on Parcels 9 through 11 would be demolished as a result of the project. Full scale demolition and excavation to below grade will be necessary to provide the required parking spaces for these proposed development. Therefore, impacts to these known historic structures and any structures later identified would be considered significant.</p> <p>In addition, there may also be historic structures on Parcels 2 through 11, north of West 3<sup>rd</sup> Street, which could be impacted at later stages of the project. It is unknown at this time whether full demolition of Parcels 2 through 7 will occur or whether an adaptive reuse of the structures will be employed. For purposes of analysis, it assumed that full demolition will be required for Parcels 2 through 7, which would impact approximately 22 structures.</p>	<p>For Parcels 9, 10 and 11</p> <p>C-1 Prior to demolition activities on Parcels 9, 10 and 11, all properties which exceed 50 years of age and have not had substantial modern renovation will be subject to records research in known archives to establish whether or not they would be appropriate historic preservation candidates. Structures identified as historic structure candidates shall be documented through photographs of the exterior and, if relevant, the interior to preserve the record of the structure. In addition, the entire West Gateway area including streetscape views must be included in the photographic record. This record will be documented by an architectural historian with relevant photographic experience and using protocol for such reports including archival processing as prescribed by the City's Historic Preservation Officer. The federal Historic American Building Survey (HABS) and the Historic American Engineering Record (HAER) program protocols shall be used as for guidance in consultation with the Historic Preservation Officer. The report(s) shall be submitted to the City for review and approval by City's Historic Preservation Officer or his/her designee. The photographs will be archivally processed and placed in a publicly accessible repository, as directed by the Historic Preservation Officer of Long Beach, in order to maintain them in archival condition so that they will be a permanent record of the building and neighborhood.</p>	Less than significant.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>For Parcels 2 through 7</p> <p>C-2 Prior to demolition activities on Parcels 2 through 7, all properties which exceed 45 years of age and have not had substantial modern renovation will be subject to records research in known archives to establish whether or not they would be appropriate historic preservation candidates. Structures identified as historic structure candidates shall be documented through photographs of the exterior and, if relevant, the interior to preserve the record of the structure. In addition, the entire West Gateway area including streetscape views must be included in the photographic record. This record will be documented by an architectural historian with relevant photographic experience and using protocol for such reports including archival processing as prescribed by the City's Historic Preservation Officer. The federal Historic American Building Survey (HABS) and the Historic American Engineering Record (HAER) program protocols shall be used as for guidance in consultation with the Historic Preservation Officer. The report(s) shall be submitted to the City for review and approval by City's Historic Preservation Officer or his/her designee. The photographs will be archivally processed and placed in a publicly accessible repository, as directed by the Historic Preservation Officer of Long Beach, in order to maintain them in archival condition so that they will be a permanent record of the building and neighborhood.</p> <p>In the event that adaptive reuse of an existing potentially historic structure will occur instead of demolition, the developer and Redevelopment Department representative shall consult with the City's Historic Preservation Officer on the extent photo documentation must occur based on the degree of change to the structure and whether or not the changes would degrade the historic value of the structure.</p>	Less than significant.



**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	For all Parcels	Less than significant.
	<p>C-3 A City-certified archaeologist shall be retained by the developer to monitor demolition and grading activities. If archaeological material is encountered during demolition or project construction, the construction contractor shall immediately stop work within the immediate vicinity of the finding until the material is investigated and determined to be not significant or the material is documented and removed using appropriate preservation protocol.</p> <p>C-4 If human remains are encountered during construction activities, work shall cease and the Los Angeles County Coroner's Office and the Native American Heritage Commission shall be notified. A course of action will be agreed upon regarding the treatment of said remains with the Los Angeles County Coroner's Office or in compliance with the Native American Graves Protection and Repatriation Act (NAGPRA) and the Native American Heritage Commission if the remains are determined to be of Native American origin. This process can involve, but is not limited to re-interment of said remains on- or off site, donation to museums or schools for the promotion of archaeological body of record or other arrangements as agreed upon by the consultation process with the Native American descendants or their representative.</p>	Less than significant.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
<b>Summary of Impacts Related to Hazardous Materials</b>		
The proposed project is not anticipated to result in significant adverse impacts related to asbestos, lead-based paint, hazardous materials and hazardous wastes based on the existing environmental regulations which address these issues.	For all Parcels HZ-1 The City shall require the site demolition and remodeling contractors to conduct a building by building inspection for the presence of asbestos-containing materials prior to the issuance of demolition permits for the site. The demolition contractor may submit copies of asbestos inspection reports for the site already prepared to satisfy SCAQMD Rule 1403 to fulfill this requirement.	Less than significant.
	HZ-2 The City shall require the site demolition and remodeling contractors to conduct a building by building inspection for the presence of lead-based paint prior to the issuance of demolition permits for the site. Building inspection reports already prepared by the contractor to satisfy Cal-OSHA worker safety requirements may be submitted to fulfill this mitigation measure.	Less than significant.
	HZ-3 Any use of hazardous materials or generation of hazardous wastes on the proposed project site must be conducted in accordance with applicable federal, state and local regulations.	Less than significant.
	HZ-4 Although the Phase 1 Reports (for Parcels 9, 10 and 11) did not identify a risk for contaminated soils on the project site, if soil contamination is suspected during construction of the project, construction in the area should stop and appropriate health and safety procedures as prescribed by and in consultation with the City of Long Beach Fire Department Hazardous Materials Unit shall be implemented.	Less than significant.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
<b>Summary of Impacts Related Hydrology and Water Quality</b>		
Discharges other than storm water (non-storm water discharges) are authorized under California General Permit for Storm Water Discharges associated with Construction Activity only where they do not cause or contribute to a violation of any water quality standards and are controlled through implementation of appropriate BMPs for elimination or reduction of pollutants. Non-storm water discharges must be eliminated or reduced to the extent feasible. These conditions serve to mitigate water quality impacts as a required by the provisions of the Long Beach Storm Water Management Program (LBSWMP). A SWPPP and a Water Quality Management Plan (WQMP) will be included as part of the permitting to provide appropriate oversight regarding water quality and water pollution abatement.	<p>For all Parcels</p> <p>W-1 The applicant shall construct facilities on the project site to transport storm water from the site to the City's drainage facilities. All such facilities will be subject to the review and approval of the City Engineer and shall be installed prior to the issuance of occupancy permits.</p> <p>W-2 Prior to the commencement of soil disturbing activities, the project proponent shall submit for approval to the RWQCB, a Notice of Intent to be covered under the Storm Water Permit. Additionally, the project proponent shall prepare a SWPPP which will require implementation of Best Management Practices (BMPs). The project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit. These provisions shall be included in the plan notes. The SWPPP shall include all of or a combination of specific BMPs as follows:</p> <ul style="list-style-type: none"> <li>a) Sediment for areas disturbed by construction shall be retained on site using structural controls such as sandbags, fencing or retention ponds.</li> <li>b) Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage facilities or adjacent properties via runoff, vehicle tracking or wind.</li> </ul>	Less than significant.

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**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>c) Appropriate BMPs for construction-related materials, wastes, spills or residues shall be implemented to minimize transport for the site to streets, drainage facilities or adjoining properties.</li> <li>d) Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to reduce or remove sediment and other pollutants.</li> <li>e) All construction contractor and subcontractor personnel are to be made aware of the required BMPs and good housekeeping measures for the project site and any associated construction staging areas.</li> <li>f) At the end of each day of construction activity, all construction debris and waste materials shall be collected and properly disposed of in trash or recycle bins.</li> <li>g) Any designated smoking area shall have an appropriate cigarette waste receptacle that is fitted to not allow cigarette butts to enter storm water or drains during rain or high winds. All contractor and subcontractor personnel will be directed to dispose of cigarette butts in these receptacles.</li> </ul>	Less than significant.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>W-3 Prior to finalizing design plans, a WQMP shall be prepared and approved by the City of Long Beach addressing post construction storm water runoff. This will consist primarily of structural BMPs addressing the urban runoff from the site. As part of the final design plans for the parking lot, drainage for the parking area shall be fitted with structural BMPs to reduce or eliminate urban runoff in the form of catch basins with filters (most likely fossil) or other equivalent filtration device that are regularly maintained and cleared so as to remain effective throughout the storm season. Regular clearing of large debris after a storm shall be incorporated into the ongoing maintenance program for the West Gateway project site.</p>	Less than significant.
<b>Summary of Impacts Related to Land Use and Planning</b>		
The density inconsistencies occur on Parcels 9, 10 and 11 in the Downtown Mixed Use District of PD-30 (which allows 54 units/acre on lot which exceed 15,000 sf.).	<p>For Parcels 9, 10 and 11</p> <p>LU-1 Prior to the approval of the Development Agreements, a zone code amendment will be adopted as part of the project to increase the dwelling unit density, allowing proposed densities for the West Gateway Project which will eliminate the inconsistency with the existing density limits in PD-30.</p>	Less than significant.
<b>Summary of Impacts Related to Noise</b>		
Construction Noise Noise from construction activities would occur adjacent to institutional uses located in close proximity to the project site.	<p>For Parcels 2 through 11.</p> <p>N-1 All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.</p> <p>N-2 Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.</p> <p>N-3 To the degree feasible, construction equipment shall be sited away from adjacent residential land uses to the extent feasible.</p>	Less than significant.

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**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	N-4 The City of Long Beach Noise Ordinance (Section No. 8.80.202) states that noise sources associated with construction activities where a building or other related permit is required do not take place between the hours of 7:00 p.m. and 7:00 a.m. the following day on weekdays or a federal holiday (except for emergency work authorized by the building official), between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday (except for emergency work authorized by the building official), or at any time on Sunday.	
Operational Noise Even though the operation of the proposed West Gateway project will not result in significant adverse noise impacts, the following mitigation measure is designed to reduce noise levels associated with mechanical equipment. In addition, the operation of the proposed project will be required to comply with City of Long Beach Ordinances related to noise control during operations.	N-5 Mechanical equipment shall be sufficiently enclosed or muffled and maintained so that noise generated by the operation of this equipment does not exceed the applicable City noise standard causing a noise disturbance (based on City of Long Beach Noise Ordinance, Section No. 8.80.200).	Less than significant.
<b>Summary of Impacts Related to Population and Housing</b>		
Business and residential displacement will occur for all the parcels in the West Gateway project site.	For Parcels 2 through 11. HP-1 Consistent with the requirements of eminent domain law and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, the City of Long Beach shall pay all owners of real estate including land, buildings and improvements the fair market value for property taken for the West Gateway Project. Fair market value shall be determined through appraisal of the affected property.	Less than significant.



**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>HP-2 Consistent with the requirements of eminent domain law and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, the City of Long Beach shall assist displaced residents in finding alternative locations, either within or outside the City limits, as appropriate. Displaced residents are also eligible for the reimbursement of certain relocation costs, including moving costs.</p>	Less than significant.
<b>Summary of Impacts Related to Recreation</b>		
With the increase in population density the need and demand for public park and recreation facilities is expected to increase accordingly. This would be considered a significant adverse impact since there are very few opportunities to expand the existing recreational facilities servicing the area.	With payment of the required City in-lieu fees, implementation of the proposed project would not result in a significant adverse impact related to recreation open space. Therefore, the potential impacts of the proposed project would be less than significant. No mitigation is required.	Less than significant.
<b>Summary of Impacts Related to Transportation and Circulation</b>		
<p>Construction</p> <p>With proximate access to the area highway system and the good level of service projected on the adjacent arterial streets, the construction traffic generated by the West Gateway project should have no significant traffic impact on the adjacent street system, even if multiple sites within the project are developed simultaneously.</p>	No mitigation measures would be required for the construction phase of the Project.	Less than significant.
<p>Operations</p> <p>Based on the City's significance criteria, the Project would have no significant impact at any of the study area's signalized intersections.</p>	<p><b>Year 2007 Mitigation Measures</b>            No mitigation measures would be required for the first phase of the Project.</p> <p><b>Year 2010 Mitigation Measures</b>            No mitigation measures would be required for the second phase of the Project.</p>	Less than significant.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
<b>Summary of Impacts Related to Utilities and Services</b>		
The proposed project will result in increased population on the project site and therefore require additional services and utilities. Utility and public service providers may need to be expand operations or local infrastructure to accommodate the greater level of development on the project site.	U-1 The Developer shall coordinate with the utility companies serving the site to establish service connections prior to construction.	Less than significant.
	U-2 Any pre-existing underground utilities at the site shall be located prior to construction and abandoned or removed in accordance with state and local codes and regulations. Any utility trenches shall be backfilled under the observation and testing of the resident engineer or inspector.	
	U-3 The Developer shall coordinate with SCE, SCGC and Long Beach Energy to incorporate energy savings programs in the construction and operation of the West Gateway project to ensure that energy savings technologies are incorporated into the design and operation of the project consistent with Title 24 of the Uniform Building Code.	
	U-4 The Developer shall pay all applicable trunk and tie-in fees and upgrade any existing water or wastewater facilities on site as required by the City of Long Beach. Review of all site plans and utilities plans will be reviewed and approved by the City of Long Beach to ensure that adequate service and applicable codes are met.	
	U-5 The Developer shall pay its fair share of necessary telephone improvements including a main conduit structure to bring lines into the project site. Coordination with Verizon during the development stage would facilitate service connection.	
	U-6 The Developer shall pay all applicable school impact fees in a manner meeting the approval of the Superintendent of the Long Beach Unified School District.	Significant adverse impacts to schools.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>U-7 Prior to issuance of building permits, the Developer shall create a disclosure form to be included with deed and title documents stating the following:</p> <p>The property is located in the Long Beach Unified School District (LBUSD). Local schools (schools in close proximity to the property) may not have available capacity to accommodate additional students. If capacity is not available in local schools, then students that cannot be accommodated in local schools will be bussed to other schools in LBUSD with available capacity.</p> <p>U-8 The Developer shall pay applicable fees for the provision additional fire and police services to the site in a manner acceptable to the City of Long Beach Fire Chief and Police Chief.</p>	
<b>Cumulative Impacts</b>		
The project would exceed the SCAQMD screening thresholds even though it is consistent with the General Plan and AQMP, the project is considered to result in significant contributions of NO <sub>x</sub> during the short-term construction phase of the project and ROG during the operations phase of the project. Therefore the West Gateway Project would result in cumulatively considerable or cumulatively significant air quality impacts even with the application of mitigation measures.	Mitigation measures AQ-1 through AQ-8 as listed above.	Cumulatively significant adverse Air Quality Impacts.
It is possible that all potentially historic structures will be demolished as part of the project. Although the photo-documentation will preserve the record of these structures, they will not be available as examples of certain architectural styling or as representatives of certain types of historical structures. This loss is considered a cumulatively considerable impact on representative housing stock and buildings that are over 50 years old in the City of Long Beach and therefore it is cumulatively significant.	Mitigation measures C-1 through C-3 as listed above.	Cumulatively significant adverse Cultural Resources Impacts.

**TABLE ES-4**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Potential Impact	Mitigation Measures	Level of Significance After Mitigation
The City requires the dedication of parkland or payment of a fee in lieu of parkland dedication in accordance with the City's Municipal Code. Since the proposed project does not include any park sites, the applicant(s) must pay the in lieu fee. Payment of this fee would provide the City with additional funds to provide facilities, but would not contribute to the overall shortage of recreation open space in Downtown Long Beach which even before the West Gateway project is particularly short of park space at one acre of park land per 1,000 residents. That ratio is considered low by the City making Downtown Long Beach parks already severely impacted. Therefore, given the overall shortage of recreation open space in Downtown Long Beach, the project would contribute to a cumulative impact on recreational facilities by creating more demand for them in the Downtown Area where there is already a known shortage.	Payment of fees as required by law.	Cumulatively significant adverse Recreation Impacts.
A significant impact would occur from the West Gateway project on the Long Beach Unified School District because the project's contribution of students occurs in a highly impacted school district. Even the payment of required fees would not offset the impact to below a level of significance. Therefore, impacts would also be considered cumulatively significant because the existing schools in Downtown Long Beach lack capacity without the project.	Payment of fees as required by law.	Cumulatively significant adverse impact to Schools.